

MINUTES OF THE  
ARIZONA DEPARTMENT OF TRANSPORTATION AND  
MARICOPA ASSOCIATION OF GOVERNMENTS  
GRAND AVENUE STEERING COMMITTEE

January 15, 1999  
MAG Office Building, Ocotillo Room  
302 North 1st Avenue, Phoenix

MEMBERS IN ATTENDANCE

Ken Martin, Glendale, Chairman  
Don Herp, Phoenix  
Wulf Grote, RPTA  
Steve Jimenez, ADOT  
David Fitzhugh for Dave Moody, Peoria

Craig Sepplefrick for Mike Dawson,  
Maricopa County  
\*John Dugan, BNSF Railroad  
\*Diane McCarthy, WESTMARC

\*Those members neither present nor represented by proxy.

OTHERS IN ATTENDANCE

Mike Bowyer, ADOT  
Terry Johnson, MAG  
Stephen Tate, MAG  
John Farry, MAG  
Dave French, URS Greiner Woodward Clyde  
Brian Curtis, URS Greiner Woodward Clyde

Peggy Fiandaca, Partners for Strategic Action  
Diane Simpson-Colebank, Logan Simpson  
Design  
Ethan Rauch, BRW  
Celeste Werner, BRW

1. Call to Order

The meeting was called to order at 2:00 P.M. by Chairman Ken Martin. All meeting participants introduced themselves.

2. Approval of the Minutes of March 24, 1998

The minutes were approved unanimously without any corrections.

3. Call to the Audience

An opportunity for members of the public to address the committee was provided. No comments were received.

4. Grand Avenue Steering Committee Membership

Steering Committee Membership was established to include representatives from ADOT, RPTA, City of Phoenix, City of Glendale, City of Peoria, Maricopa County, Burlington Northern Santa Fe Railroad, and WESTMARC. The Committee acknowledged the resignation of the City of Goodyear representative and the City of Surprise representative from the Steering Committee and to add Dave Moody of the City of Peoria to the Steering Committee.

5. Purpose of the Grand Avenue Major Investment Study

The Grand Avenue Corridor Study was approved by the MAG Regional Council in May 1998. The purpose of the Grand Avenue MIS study is to pick up where the Grand Avenue Corridor Study ended, refine the three options evaluated in the Grand Avenue Corridor Study and choose one option for the corridor that will be carried through design and construction. At the completion of the Grand Avenue MIS draft report, scheduled for the end of October 1999, enough information will be available to write the scopes of work for the design concept reports at the Camelback Road / 43rd Avenue / Grand Avenue intersection and the Thomas Road / 27th Avenue / Grand Avenue intersection.

6. Review of Scope of Work

Dave French, Project Manager for URS Greiner Woodward Clyde, presented the project team, project organization chart, project schedule, and list of project deliverables. The following is a summary of the discussion on the scope of the project and other issues concerning the project.

- The design year was confirmed as 2020.
- MAG stated that current funding levels will provide approximately \$160 million for improvements to Grand Avenue by 2007 (\$120 million currently programmed and an additional \$40 million being proposed). Assuming funding using the “fair share” concept, the high expressway concept for Grand Avenue, including the I-17 connection, could be funded by 2014. This funding scenario does not include additional funds for the ninth and tenth general purpose lanes on I-17.
- Partners for Strategic Action (PSA) presented a preliminary public involvement plan concept for the MIS. Components of the plan include stakeholder meetings (2), outreach presentations (15), Public Meetings (2), Local Official Briefings (6), ADOT and MAG committees (summer and at end of project) and MAG Regional Council. Meetings will be advertised with formal advertisements in the newspaper and flyers / door hangers. All meetings will have handouts and visual presentation material. Surveys will also be completed for the meetings.
- RPTA noted that from previous experience the best way to receive input and participation from stakeholders is to go to them. PSA agreed and stated that the project team planned to go to neighborhood organizations, chamber of commerce, transportation committees, etc.

- RPTA questioned whether a newsletter is being created for the project. URS Greiner Woodward Clyde and PSA responded that a proposed project newsletter was removed from the scope.
- ADOT and Glendale indicated that there may be a low level of general interest in the study. The majority of the calls received by them concern the impacts to individual properties along the corridor and the location of the overpasses. They also indicated that public reaction has been to do something / anything as soon as possible to reduce delay at the six-legged intersections.
- Discussions occurred on which roadway options to evaluate in the MIS (Option 4 is the alternating grade separations, Option 5 is a limited expressway, and Option 6 is a full expressway). ADOT indicated that Option 6 was not likely to occur. Peoria and Glendale indicated that Option 4 would be the most realistic. Phoenix asked about the cost difference between Option 4 and Option 5. URS Greiner Woodward Clyde stated that Option 5 costs approximately \$124 million more than Option 4. \$75 million of the difference is attributed to the I-17 connection, Grand Avenue overpasses at Indian School / 35th Avenue and Peoria / 83rd Avenue. ADOT stated that Option 4 would not allow Grand Avenue to operate as a State Highway. Phoenix has no position on which option is most appropriate for Grand Avenue. The desired character (i.e., commercial or no commercial activity) of Grand Avenue was questioned; however, no recommendation was made. MAG stated that the MIS should not be too narrow in alternatives and that several options should be evaluated.
- The committee decided that Option 4 and Option 5 (without the I-17 connection and the Grand Avenue overpasses at Indian School / 35th Avenue and Peoria / 83rd Avenue) should be evaluated initially in the MIS. Both options should include connections to Loop 101. Also, both options should include variations that examine converting the options into a full expressway.
- RPTA indicated that the Phoenix-Glendale MIS for light rail is almost complete and that LRT is proposed to downtown Glendale but not beyond. The MIS should take into consideration that light rail transit might be considered in the future along Grand Avenue north of Glendale. Transit alternatives to be considered in the MIS include express bus options, HOV lane, light rail transit (north of Glendale), and queue jumpers.
- The committee recommended that the public meeting and stakeholder meetings be moved up to late February or early March with the stakeholder meetings occurring the week of February 22, 1999. The purposes of the meetings are to inform the public of the MIS and the alternatives that are to be evaluated.

## 7. Schedule of Meeting Dates

The next Steering Committee meeting is scheduled for Friday, February 19, 1999, at 2:00 P.M. at the same location. Future Steering Committee meetings will be the third Friday of each month at 2:00 p.m.